

WINE AND SPIRIT MERCHANTS  
CHAZALON & CO.  
MAKERS  
FRENCH  
PRESERVES  
IMPORTERS  
4, QUEEN'S ROAD.

# The China Mail.

ESTABLISHED 1840

St. GEORGE'S BUILDING  
DISS BROS.  
Tailors.

No. 13,440

號三月五年六零百九千一英

HONGKONG, THURSDAY, MAY 3, 1906.

日十初月四年午丙

PRICE, \$3.00 Per Month

## GERMAN BEER.

Large Stock on Hand of  
**AUGUSTINER BRAU**  
AND THE CELEBRATED  
**KULMBACHER BIER.**  
Per Case of 6 doz. pte. \$18.00.  
Per Case of 4 doz. qts. \$18.00.  
**MACEWEN, FRICKEL & CO.,**  
1815 3, DUDDELL STREET.

## Intimations.

**NOTICE.**  
THE PHARMACY (FLETCHER & CO., LTD.)

NOTICE IS HEREBY GIVEN that from this date, the Manager of this Company will be Mr. E. B. K. HUNT, Member of the Pharmaceutical Society of Great Britain, and late Dispenser, St. Bartholomew's Hospital, London, who will personally dispense all prescriptions.  
Hongkong, May 2, 1906. 919

**THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.**

AN INTERIM DIVIDEND of 1/- per Share, Free of Tax, for Account of the twelve months ending last February, has been declared by the Directors of the above Company. Dividend No. 6 is payable immediately at the Chartered Bank of India, Australia and China, and the Russo-Chinese Bank at Tientsin and Shanghai.  
**SHEWAN, TOMES & CO.,**  
Agents.  
Hongkong, May 1, 1906. 916

**GEO. FENWICK & CO., LTD.**

NOTICE IS HEREBY GIVEN that Mr. J. H. DOB REMEDIOS is no longer authorised to collect any monies on account of the above Firm.  
**JOHN I. ANDREW,**  
General Manager.  
Hongkong, May 1, 1906. 910

**GEO. FENWICK & CO., LTD.**

ENGINEERS & SHIPBUILDERS.  
MR JOHN I. ANDREW has been appointed GENERAL MANAGER of the above Company in succession to the Undersigned, who is leaving the Colony.  
**W. G. WINTERBURN, M.I.N.A.**  
Hongkong, May 1, 1906. 914

## DOCTOR WANTED.

TO act as SURGEON on an Emigrant Steamer.  
For particulars, apply to  
**BUTTERFIELD & SWIRE.**  
Hongkong, April 21, 1906. 920

## WANTED.

By a Lady, BOARD and RESIDENCE in KOWLOON.  
British family, and Tennis Court preferred.  
Apply to  
"C. M."  
Care of "China Mail" Office.  
Hongkong, April 24, 1906. 909

## NOTICE.

MR P. W. GOLDRING's connection with the firm of Messrs BRUTTON, BEIT and GOLDRING having been severed by mutual consent, the business heretofore carried on under that name will as from this date be continued at Nos. 39, 41 and 43, Des Voeux Road, under the name of Messrs BRUTTON & BEIT, and Mr P. W. GOLDRING will carry on business under his own name at No. 30, Queen's Road Central.  
Dated May 1, 1906.  
BRUTTON & BEIT.  
PHILIP W. GOLDRING.  
906

## THE POPULAR SCOTCH

**'BLACK AND WHITE.'**



**JAMES BUCHANAN & CO.**  
SCOTCH WHISKY DISTILLERS  
By Appointment to  
**H.M. THE KING**  
AND  
**H.R.H. THE PRINCE OF WALES.**  
Supplied at all the Leading Clubs and Hotels, and to be obtained from All the Principal Stores.

## Business Notices.

**W. S. BAILEY & CO.**  
ENGINEERS & SHIPBUILDERS.

WORKS: KOWLOON BAY. OFFICES & STORES: No. 20, CONNAUGHT ROAD.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

### Hongkong-Canton Line.

s.s. HONAM, 2,365 tons, Captain H. D. Jones.  
s.s. POWAN, 2,338 tons, Captain W. A. Valentine.  
s.s. PATSHAN, 2,260 tons, Captain R. D. Thomas.  
s.s. HANKOW, 2,073 tons, Captain C. V. Lloyd.  
s.s. KINSLEY, 1,998 tons, Captain J. J. Louisa.  
Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday Excepted), 9 p.m. and 10.30 p.m. (Saturday Excepted).  
Departures from Canton to Hongkong daily at 8.30 a.m., 3 p.m. and 5.30 p.m. (Sunday excepted).

These Steamers, carrying His Majesty's Mail, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

### Hongkong-Macao Line.

s.s. HEUNGSHAN, 1,998 tons, Captain G. F. Morrison, R.N.  
Departures from Hongkong to Macao on week days at 2 p.m., on Sundays at Noon, except when otherwise notified by Express.  
Note:—During the Summer Months the time of leaving fluctuates to suit the tide at Macao. See Special Summer Timetable.  
Departures from Macao to Hongkong daily at 8 a.m.

### Canton-Macao Line.

s.s. LUNGSHAN, 319 tons, Captain T. Hamlin.  
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8 a.m., and leaves Macao for Canton every Monday, Wednesday and Friday at 7.30 a.m.

### Canton-Wuchow Line.

s.s. SAINAM, 588 tons, Captain J. Wilton.  
s.s. NANNING, 569 tons, Captain C. Butchart.  
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.  
Further particulars may be obtained at the Office of the—  
**HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.**  
Hotel Managers, (First Floor), opposite the Hongkong Hotel.  
Or of BUTTERFIELD & SWIRE,  
Agents, CHINA NAVIGATION CO., LTD.

## PELHAM HOUSE

PRIVATE HOTEL, CENTRALLY SITUATED.  
THREE MINUTES' WALK FROM POST OFFICE.  
SPECIAL TERMS FOR MONTHLY BOARDERS.  
RATES MODERATE.  
25, WYNDHAM STREET. 185

## HARRIS-KEENEY CO.

MANUFACTURERS OF HIGH-GRADE FIBRE, RATTAN AND HARDWOOD FURNITURE AND NOVELTIES.  
NO BAMBOO FRAMES IN OUR CHAIRS.  
Some Novelty in Leather Grille Work and BURNED LEATHER PILLOWS, ETC.  
JUST ARRIVED.  
Showrooms—No. 2, Pedder St.; Factory—1 to 13, Shaohiwan Rd. 911

**N. LAZARUS,** OPTICIAN, No. 5, PEDDER STREET.  
(UNDER HONGKONG HOTEL).  
SIGHT TESTED FREE. LENSES GRINDING.  
REPAIRS A SPECIALITY. 1797

**CANADA ACCIDENT ASSURANCE COMPANY.**  
HEAD OFFICE: MONTREAL.  
THIS Company issues the most Liberal and Clear Policy ever offered in the East. DOUBLE BENEFITS FOR TRAVEL, ACCIDENTS, FEVER, TYPHOID and SMALL-POX covered. Policies written HERE, in any Currency.  
HONGKONG OFFICE: 14, DES VOEUX ROAD CENTRAL.  
GRANT AND LESLIE, General Agents for China.  
GEO. GRIMBLE, Manager, Hongkong.  
Hongkong, April 24, 1906. 922

## NOTICE OF REMOVAL.

MESSRS L. M. ALVARES & CO. have this day REMOVED their Office to the Top Floor of No. 3, DES VOEUX ROAD CENTRAL, above the Office of Messrs JOHNSON, STOKES AND MASTER.  
Hongkong, May 1, 1906. 909

## NOTICE OF REMOVAL.

MESSRS WILKS & JACKS beg to inform their clients that they have definitely REMOVED their Office to VICTORIA BUILDINGS, 6, QUEEN'S ROAD CENTRAL, and their Stores to Kowloon, and have no longer any Electrical Goods in Beaconfield Arcade.  
Hongkong, April 20, 1906. 902

**TUNG CHEUNG & CO.,** COAL MERCHANTS.

AGENTS to TATSUMI SHOKWAI for MOUL COAL EXPORTERS.  
SOLE AGENTS for KUROBARA COAL.  
Have always a Large Stock of Best AUSTRALIAN and JAPANESE COAL and undertake to bunker steamers at the shortest notice.  
Office No. 151, Des Voeux Road Central.  
Tel. Add. 'TRUNGKUT', Hongkong.  
Telex No. 416.  
Hongkong, March 9, 1906. 905

## CARLTON HOUSE HOTELS,

No. 8 and 10, Ice House Road.

EXCELLENT FURNISHED ROOMS.

COMFORT OF RESIDENTS AND THE CUISINE A SPECIALITY.

FOR TERMS, APPLY TO THE MANAGER. 904

## OHEE WING & CO.

28 & 29, LEE YUEN STREET (WEST) HONGKONG.

DEALERS IN All Sorts of COPPER, BRASS, STEEL, IRON WARE, &c.  
STEEL GIRDERS and TEES, CORRUGATED IRON, PIG IRON, &c., Suitable for SHIPS, ENGINEERS and HOUSE BUILDERS.  
1827

**WILLIAM MACLEOD, D.D.S.**

ENGLISH DENTIST.  
1, CAMERON ROAD, KOWLOON.  
1st Floor, Kowloon Dispensary. 1929

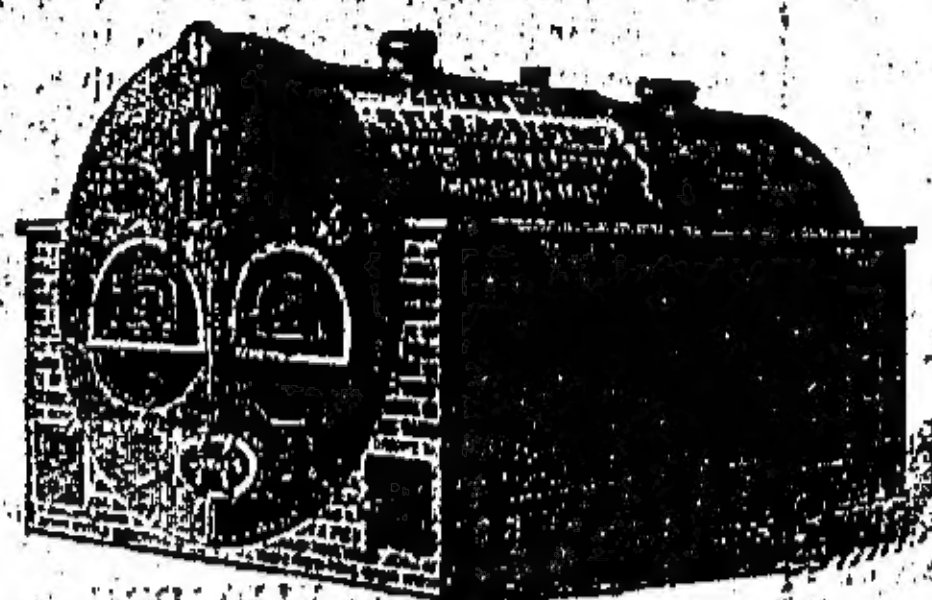
## Business Notices.

## BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

SAVE FUEL BY COVERING YOUR BOILERS AND STEAMPIPES WITH

BELL'S ASBESTOS NON-CONDUCTING COMPOSITION.



ESTIMATES GIVEN FOR WORK FINISHED COMPLETE.

OR SUPPLIED IN Bags of 1 cwt. each.

Office: 6, DES VOEUX ROAD.

## LANE, CRAWFORD & CO.

## LADIES' DEPARTMENT.

JUST RECEIVED A NEW SHIPMENT OF

## SUMMER COSTUMES

IN MUSLIN, LINEN, COTTON, ETC.

## LADIES' TRIMMED HATS

LATEST LONDON AND PARIS STYLES.

## BLOUSES, UNDERSKIRTS, BOOTS and SHOES.

**LANE, CRAWFORD & CO.**

## THE HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE.  
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.  
MODERATE TERMS AND NO EXTRAS.  
H. HAYNES, Manager.

## STAG HOTEL.

142, QUEEN'S ROAD CENTRAL.  
A FIRST CLASS HOTEL, MOST CENTRALLY SITUATED.  
WELL FURNISHED AND AIRY BEDROOMS.  
Monthly Boarders accommodated on very Moderate Terms.  
For Particulars, apply to THE MANAGER. 1865

## CHAMPAGNES

## CHARLES HEIDSIECK.

PURVEYOR TO HIS MAJESTY KING EDWARD.

## SIEMSEN & CO.,

SOLE AGENTS FOR CHINA AND JAPAN.

Hongkong, March 2, 1906. 450

## THE OLIVER TYPEWRITER.

VISIBILITY.  
SIMPLICITY.  
DURABILITY.

UNRIVALLED FOR DUPLICATING.  
WAITING IN SIGHT.

GRANT & LESLIE, GENERAL AGENTS FOR HONGKONG & SOUTH CHINA.

GEO. GRIMBLE, MANAGER.

Hongkong, April 21, 1906. 728

## GREGOR & CO.,

19, QUEEN'S ROAD CENTRAL

## BEER PILSENER.

\$13.00

Per Case of 4 Dozen Quarts. 9101

## Business Notices.

## GREEN ISLAND CEMENT CO., LD

## PORTLAND CEMENT

In Casks of 375 lbs. net, \$4.75 per Cask, ex Factory

In Bags of 250 lbs. net, \$2.80 per Bag, ex Factory

## Shewan, Tomes & Co.,

GENERAL MANAGERS.

## FAIRALL & CO.

ARE SHOWING THEIR 1st CONSIGNMENT OF SUMMER GOODS

## SUMMER COSTUMES

IN MUSLIN, LINEN, BRODERIE, ANGLAISE, ETC.

## MILLINERY LATEST MODES

NEW DRESS GOODS IN WASHING.

MATERIALS OF ALL DESCRIPTION, ETC.

## AMERICAN SHOES.

6 & 8, PEDDER STREET.

## HOTEL BALTIMORE 'LATE HOTEL AMERICA'

2, WYNDHAM STREET.  
FIRST CLASS HOTEL under European Management. NICELY FURNISHED, AIRY ROOMS, EVERY COMFORT FOR RESIDENTS AND TOURISTS. EXCELLENT CUISINE. Three minutes' walk from the Ferry Wharf. TERMS REASONABLE. Apply to THE MANAGER. 1151

## DISINFECTANTS! DISINFECTANTS!

NOW IS THE TIME TO USE THEM.

## NESTOR FLUID

CHEAP AND RELIABLE

In 1 Gallon and 5 Gallon Tins.

SOLE AGENTS:

## VICTORIA DISPENSARY.

## REMINGTON

## TYPEWRITERS

WITH ALL REQUISITES.

## SIEMSEN & CO.,

SOLE AGENTS.

Hongkong, March 2, 1906. 449

## LEE LOONG & CO.,

FURNITURE STORE.

No. 12, QUEEN'S ROAD CENTRAL.

(NEXT DOOR TO H. PRICE & Co.)

All Kinds of FURNITURE, CARVED (ANTON) BLACKWOOD, CROCKERY and GLASS WARE, KITCHEN UTENSILS, ETC., ETC. AT MODERATE PRICES. 178

## W. BREWER & CO.

23 and 25, QUEEN'S ROAD.

## SELLING OFF BOOTS AND SHOES

20 Per Cent DISCOUNT.

Brown and Black Walking Boots and Shoes, Dancing Pumps, Tennis Shoes for Ladies and Gentlemen.

Day Books, Cash Books, Journals, Ledgers

ALWAYS IN STOCK.

Account Books with Special Rulings made to Order on the Shortest Notice.

## POTASH WATER.

Per Case of 50 Bottles \$18.00 ... Per Dozen \$3.50

Per Case of 100 Half Bottles \$23.00 ... Per Dozen \$4.00

Per Case of 100 Splits \$14.00 ... Per Dozen \$2.50

MIXES EXCELLENTLY WITH SPIRITS.

SOLE AGENTS—

## Caldbeck, Macgregor & Co.,

(WINE & SPIRIT MERCHANTS, QUEEN'S ROAD CENTRAL.)











DRINK - - -

THE ONLY GENUINE

**TANSAN**

WHICH BEARS THE NAME OF

J. CLIFFORD-WILKINSON.

BEWARE OF SPURIOUS  
IMITATIONSwhich are unpalatable and sometimes  
dangerous.

Per Case of 48 Pints ..... \$6.50  
 Per Dozen Pints ..... \$1.70  
 Per Case of 100 Splits ..... \$6.00  
 Per Dozen Splits ..... \$1.10

**TANSAN  
GINGER ALE.**

Experts Testify That

**TANSAN** MAKES THE MOST  
WHOLESALE AND  
PALATABLE**GINGER ALE**  
IN THE WORLD.

Per Case 48 PINTS ..... \$7.75  
 Per Dozen PINTS ..... 1.95  
 Per Case 50 Splits ..... 5.25  
 Per Dozen Splits ..... 1.30

SAMPLES ON APPLICATION.

SOLE AGENTS:

**H. PRICE & CO.,**

Wine and Spirit Merchants.

12, QUEEN'S ROAD CENTRAL.

**POWELL'S**

ALEXANDRIA

BUILDINGS.

NOW SHOWING.

**Dainty**

and

**Exclusive****Novelties**

for

**SUMMER  
GOWNS.**

See

**WINDOWS.****Wm. POWELL, Ltd.,****HONGKONG.**

The

**SAVOY,**

LIMITED.

QUEEN'S ROAD.

**CANTON****EMBROIDERY.****SWATOW****DRAWN****WORK.****MANDARIN****COATS,****LACE,**

&amp;c., &amp;c., &amp;c.

**THE SAVOY, Ltd.****TO SMOKERS.**

It is a well-known fact, admitted by the  
EGYPTIAN CIGARETTE MANU-  
FACTURERS themselves, that Cigarettes  
imported from Egypt are made from  
TURKISH TOBACCO, which is subject  
to a heavy Import Duty in Egypt. Hong-  
kong being a Free Port tobacco can be  
imported free of duty.

Two Good Reasons why it is advan-  
tageous to Smoke  
our Cigarettes.

1.—Cheapness of my Cigarettes compared  
to imported cigarettes, owing to tobacco  
being admitted duty-free into Hongkong,  
and that you are buying direct from the  
Manufacturer, doing away with middlemen's  
profits.

2.—Freshness of my Cigarettes, as they  
are made daily for each day's consumption,  
which makes it impossible to have an old  
stock of Cigarettes, as is very likely with  
imported Cigarettes.

The following is a list of my Cigarettes  
made from the Best Turkish Tobacco at  
from 40% to 50% cheaper than imported  
cigarettes of equal quality.

NAME	SIZE	PRICE IN BOXES OF 100
Great Britain.....large	50	\$4.10
Venus.....large	50 & 100	3.90
Hongkong Club (cork tipped), large	50 & 100	3.00
Admiral.....medium	100	2.20
Princess, gold tipped (ladies), small	100	2.00
Flor de Oriente, with tubes	100	2.00
(ladies).....small	100	2.00
Military (gold tipped).....medium	100	2.00
Germania.....medium	100	1.50
Paris.....small	100	1.50
The Pink Tram- way.....medium	100	1.50
Emperor of China (gold tipped).....medium	100	1.50
Luistano.....medium	100	1.00

We also make cheap cigarettes of second-  
grade Turkish Tobacco at \$6.00 per 1000.  
Minimum Quantity sold—1,000.  
To Messrs. Clubs, Hotels and all large  
Bayers, Special Terms are allowed.

**T. E. P. SPYROPULOS,**

9, Beaconsfield Arcade,

(OPPOSITE THEATRE ROYAL)

**S. MOUTRIE & Co.,**

LIMITED.

YORK BUILDING,  
CHATER ROAD.Have Just Received Shipment  
of**PLEYEL PIANOS****UPRIGHT and BABY  
GRANDS.**

These magnificent instruments, for quality  
of Tone,  
Lightness of Touch, and Perfect Finish,  
are Unsurpassed.

**S. MOUTRIE & Co., Ltd.,**

SOLE AGENTS,

YORK BUILDINGS, CHATER ROAD.  
Hongkong, April 3, 1906.

ESTABLISHED A.D. 1841.

**A. S. WATSON  
& Co., Ltd.****WINE & SPIRIT MERCHANTS.****SCOTCH WHISKY.****WATSON'S**

Celebrated

**'E' BLEND**

VERY OLD LIQUEUR

**SCOTCH****WHISKY.**A blend of the finest WHISKIES  
distilled in SCOTLAND**OF GREAT AGE,  
MELLOW AND FINE  
& FLAVOUR.**Pronounced by Connoisseurs to be the  
BEST WHISKY in the FAR EAST.

Per Dozen \$18.50.

The following are also recom-  
mended, and are unsurpassed in  
quality and price:—

Per Doz.

**A.—Thorne's Blend ... \$12.00****B.—Glenorchy, Mellow**

Blend, a fine 'Soda

Whisky of great age 12.00

**C.—Aberlour-Glenlivet 13.50****D.—H.K.D. Blend of**

the Finest Old Malt

Scotch Whiskies ... 16.00

**A. S. WATSON & CO.,**

LIMITED.

**WINE AND SPIRIT MERCHANTS.**

ALEXANDRIA BUILDINGS

**MEMOS FOR TOMORROW.**

Miscellaneous.

Goods per Tientsin not cleared at 4 p.m.  
on this date subject to rent.**General Memoranda.**

**SATURDAY, May 5:—**  
 11.30 a.m.—Auction of Pekin Carica,  
 at Mr Geo. P. Lamont's Sales Room.  
 2.30 p.m.—Auction of Valuable Furniture,  
 &c., at Mr F. King's Sales Room.  
 2.30 p.m.—Auction of Household Furni-  
 ture, &c., at No 65, Mount Kellett,  
 The Peak.  
 9 p.m.—Performance at City Hall.

**SUNDAY, May 6:—**  
 Goods per Palembang not cleared at 4 p.m.  
 on this date subject to rent.

**MONDAY, May 7:—**  
 Goods per Calcutta not cleared after  
 this date at Noon will be subject to  
 rent and landing charges.  
 Goods per Benmore not delivered after  
 this date subject to rent.  
 Goods per Glenloch not cleared on this  
 date subject to rent.

**TUESDAY, May 8:—**  
 11 a.m.—Auction of Towels, Carpets,  
 &c., at Mr F. King's Sales Room.  
 2.30 p.m.—Auction of Household Fur-  
 niture, &c. (Stillington), Peak Road.  
**WEDNESDAY, May 9:—**  
 Goods per Hongkong not cleared at 4 p.m.  
 on this date subject to rent.

**THURSDAY, May 10:—**  
 Auction of Valuable Furniture, &c., at  
 No. 2, Antrim Terrace, Kowloon.  
 11.30 a.m.—Meeting of A. S. Watson &  
 Co., Ltd., at the Co.'s Office.  
 Noon—Meeting of The Hongkong Electric  
 Co., Ltd., at Co.'s Office.

**FRIDAY, May 11:—**  
 11 a.m.—Auction of Complete Cement  
 Factory, at Hongkong and Kowloon  
 Wharf & Godown Co.'s Premises,  
 Kowloon.

**NOTICE.**

**THE EDITORIAL OFFICES of  
the CHINA MAIL are now located  
at No. 8 QUEEN'S ROAD GEN-  
TRAL (first floor), Opposite  
Messrs. CALDER, MACGREG-  
GOR and Co.  
THE BUSINESS OFFICE and  
PRINTING WORKS are at No. 5  
WYNDHAM ST.**

**The China Mail.**

HONGKONG, THURSDAY, MAY 3, 1906.

**THE SUFFERING CIVIL  
SERVANT.**

On several occasions attention has  
been drawn to the anomalous position  
of the employees of the Government  
who are paid their stipends on a ster-  
ling basis. It cannot be too often  
pointed out, however, that until that  
system is changed there must be a  
great amount of unnecessary suffering.  
We are quite prepared to be told that  
the present arrangement was made at  
the request of the civil servants them-  
selves who, when dollars were cheap,  
pathetically asked that they should be  
paid in sterling. In reply it may be  
pointed out that the personnel of the  
service is constantly changing and it  
would be rather an inequitable ar-  
rangement to hold that newcomers were  
bound by the decisions of their  
predecessors. Also a Government  
should be above taking such a point  
even if it were universally applicable.  
The Government presumably wants  
good work from its employees and  
desires them to receive adequate re-  
muneration. The remuneration would  
be adequate, no doubt, were it not for  
the eccentric vagaries of the dollar,  
but under the present system many of  
the employees do not receive the  
amounts they were led to believe they  
would be paid when they accepted their  
positions. It is only human na-  
ture for men who are labouring under  
a grievance, real or supposed, to quite  
unconsciously but none the less  
actually, fail to throw the enthusiasm  
into their work that would be exhibited  
were they contented. For the sake of  
the community as much as for the sake  
of the civil servants it would be well if  
some settlement of this difficulty were  
arrived at. Why should not the mem-  
bers of the civil service who are  
affected by the rate of exchange send  
a deputation to the Governor and ask  
for a consideration of the whole mat-  
ter? No doubt they would receive a  
sympathetic hearing from His Excel-

lency, and if they were able to place  
before him some definite basis for a  
scheme which would prove adequate  
whatever conditions might arise, he  
would give their representations due  
consideration. The mistake in the  
past has obviously been to hastily  
adopt some device to meet immediate  
requirements regardless of the future.  
What is wanted is the working out of  
a system which will never allow the  
divergence between the promised and  
actual payment to become too mark-  
ed. The intelligence of the heads of  
all Government departments would  
surely be equal to devising some such  
system having before them as they  
would all the data regarding the  
fluctuations in exchange for the past  
twenty or thirty years. The Govern-  
ment does not want to make money  
out of its servants but it is doing so  
now involuntarily. The advantage of  
an equitable arrangement will no  
doubt be seen immediately by those  
who have the power to rectify the  
matter, if the civil servants take pro-  
per steps to call attention to their  
grievance.

**THE CITY HALL.**

It will be remembered that a question  
arose in the Legislative Council in  
February last as to the advisability of  
acquiring the City Hall from its pro-  
prietors so that the Government might  
enlarge the building to suit the needs  
and requirements of a growing com-  
munity. At the same period the build-  
ing came in for a certain amount of  
adverse criticism, more especially the  
theatre. We understand that the only  
steps the Government are inclined to  
take in the matter at present are the  
removal of the museum to some more  
suitable premises, thus allowing the  
vacant space to be used for more ex-  
tensive library accommodation. We  
assume that this latter step will meet  
with much public approval, as reading  
is practically universal and the outcry  
at the limited accommodation and  
scope of our city library will shortly  
be removed. It must always be re-  
collected when public complaint ap-  
pears in the press as to limited accom-  
modation that increase of it means  
considerable expenditure of money,  
equally so with alteration or decoration  
of what is actually in existence, and  
those who have at any time complained  
of the theatre or the ball room accom-  
modation should review this side of the  
question. The improvement of this  
old building is a matter of expense  
only and the wish for improvement is,  
we should imagine, by no means lost  
sight of by the proprietors of the build-  
ing—but expense of upkeep is heavy  
and dilapidation to roof and ceilings  
frequent, so that "alteration and im-  
provement" funds possibly present some  
difficulty to those gentlemen to whom  
the City Hall belongs. Times have  
not changed the nature of mankind  
in our Colony. So far back as the '60's  
public opinion indignantly made itself  
heard. The Crown Colony must at  
all hazard and cost have a City Hall  
suited to its dignity and its population,  
a hall where public meetings, dances  
and entertainments could be held. A  
committee was then appointed. Pub-  
lic opinion was satisfied. The Hall  
was to spring into being like Aladdin's  
Palace! Did it? No! it did not!  
Contractors and workmen required  
payment, and material is costly. Did  
public opinion back up its opinion by  
producing the requisite money in 1863?  
No it did not! Private enterprise did,  
however, and private enterprise was  
responsible for the erection of our City  
Hall and has been responsible from  
that year to this. One day we may  
have a larger and more commodious  
City Hall with its larger and more  
modern theatre, more spacious ball-  
rooms and meeting rooms. That will  
be when the public backs its opinion  
by putting its hand deeply into its  
pocket and not keeping it there.  
The Government thinks it can do

nothing in that direction. For the  
present, at any rate, arrangements  
for public entertainment will remain  
in statu quo with, as we have said  
before, extension of library accom-  
modation and scope, at the expense of  
the museum, which will be removed to  
a building provided by the Govern-  
ment, when funds are available.

In Australia, the land of political  
experiment, the aversion of the people  
who guide the destinies of the continent  
to anything that is not indigenous to  
Australia leads them to commit strange  
deeds. It is generally known that leg-  
islation was passed some time ago, but  
since modified which actually made it a  
breach of the law to rescue the crew of  
a vessel wrecked on the coast if that  
crew was of a different colour to the  
residents of Australia. Also it was in-  
viting serious trouble and condign punish-  
ment to engage anyone outside the  
sacred confines of Australia to render  
services there. In other words al-  
though an expert might be required for  
work which could not be performed by  
anyone resident in Australia he could  
not be engaged. No one was allowed to  
assume himself of a position before he  
arrived but was expected to go to the  
expense of paying his passage to Sydney  
or Melbourne on the off chance of pick-  
ing up a job. But the line is not  
drawn at restricting the immigration of  
human beings who might conceivably  
interfere with the cherished right of the  
Australian to keep all the wages and  
salaries going to himself. Even the  
natural products of other climes are  
regarded with characteristic suspicion  
and extreme pains are taken to prevent  
the indigenous vegetable from being  
confronted with alien opposition. Re-  
cently an unpatriotic Queensland was  
sent a packet of coffee beans by the  
Emperor of Abyssinia. These beans  
were, it seems, a new type and were  
twice as large and rich as the Mocha  
species, which grows already in Queens-  
land. The local Government seized with  
avidity upon the opportunity offered to  
signify their strong displeasure at such  
disregard for the welfare of the national  
beast by importing a dangerous com-  
petitor and unhesitatingly destroyed the  
packet. Australia aspired to be a  
political object lesson to the world.  
She is.

The "Johnny," otherwise the stage-  
door masher, is dead! For this sad  
news the world is indebted to Mr George  
Edwards, of the Gaiety Theatre, Lon-  
don. "There are several reasons," he  
said. "One is that the young men of  
the present day are not so flush of  
money as the young men of a generation  
back. Another is that the young man  
is better educated, and has more com-  
monsense than he used to have. A third  
reason is that the girls on my stages  
wear frocks instead of fleshings. Hol-  
lingshead's idea of putting his chorus  
into fleshings was an absolute novelty to  
the last generation. In process of time  
it will no doubt be a novelty again."  
Twenty-five years ago the pavement out-  
side the stage-door of the old Gaiety  
Theatre was one of the sights of London  
at the hour at which the ladies of the cho-  
rus left the house. From the stage-door  
to the kerbstone stood two rows of fault-  
lessly attired young men, whose rows of  
shirts fronts glittered with diamonds,  
whose button-holes were fragrant with  
gardenias, whose hands were cased in  
whitest of kids. They were ranged  
there to pass in review the minor lights  
of the frivolous drama. "They spoke  
no word, they made no sign," they had  
not the most distant acquaintance with  
the objects of their adoration, which  
was purely platonic. A peculiarly  
entertaining idiot of this species, it is  
recorded, made quite a little reputation  
for himself by a very simple means. He  
hung about the old Gaiety bar, bearing  
in his hand a package covered with the  
whitest and smoothest of paper, and  
directed, in an ultra-legible hand, to  
"Miss Nellie Farren, Gaiety Theatre." He  
had never spoken to the brilliant  
favourite of the public in his life, but  
hundreds of strangers who saw the  
little package no doubt consciously be-  
lieved him to be her close and intimate  
friend.

**ECONOMY IN THE END.**

A few doses of Chamberlain's Cough  
Remedy will cure your cold and per-  
haps save a doctor's bill later on. It always  
cures and cures quickly. For sale by all  
chemists and druggists.

**BY TELEGRAPH.****CHINA'S LAW CODE.****DESIRE FOR A JURY SYSTEM.**

(Chinese Mail's Correspondent.)

PEKING, May 1.

Tsun Tse P'ui, and Wu Ting Fang,  
Ministers of the Board of Punishment,  
have memorialised the Throne asking  
that a jury should be appointed during  
the trial of important cases.

**CHINA AND ITALY.****DEPARTURE OF ITALIAN  
SOLDIERS.****Barracks Handed to China.**

(Chinese Mail's Correspondent.)

PEKING, May 1.

The Italian Minister at Peking has  
informed the Waiwupu (Chinese For-  
eign Office), that under orders from  
his Government all Italian soldiers  
are to be sent back to Italy, leaving  
only three or four hundred at Tientsin  
and Peking. The barracks are to be  
presented to China.

The Minister further asks the ap-  
pointment of a waiyuen to take over  
the barracks.

Viceroy Yun Shi-Kai has received  
Imperial instructions to take them  
over.

[Our Peking correspondent wrote the  
other day that Austria has sent back her  
soldiers, and the barracks were also pre-  
sented to China.—E. C. M.]

**LOCAL AND COAST NEWS.**

The French Mail of the 3rd April  
was delivered in London on the 2nd May.

"I am not a robber, and not acrimious,"  
said a Spaniard charged, at the Magistrate's  
court, this morning, with being a destitute. He  
explained fluently in Spanish and English  
that he was a distressed seaman, and was  
entitled to a passage home. With this end  
in view he was despatched to interview the  
Harbour Master.

There was a very heavy down-pour of  
rain at Peking on the 17th April both on  
the Hills as well as on the plain. The  
Waterfall and Aier Exam streams overflowed  
their banks. The low-lying parts of the  
town were submerged, and in the country  
districts large sheets of water were formed.

**The Value of Dreams.**

A few nights ago, says the *Siam Free  
Press*, a native at Bangkok dreamt that a  
vast treasure of gold and precious stones  
was buried in a compound. The next night  
he went to the spot which he saw in his  
dream, and began to dig and root up the  
earth. After an hour's work his energy  
was rewarded, for he unearthed a box in  
which he discovered several gold vessels,  
valuable gem rings, bracelets, and other  
ornaments. It appears the authorities got  
wind of the affair shortly afterwards, upon  
which the man disappeared with his  
treasure.

**Stolen Boots.**

Two Chinese visitors from Canton hit  
upon a shop if not novel method of  
obtaining a pair of boots each, yesterday.  
Going into a bootmaker's shop in Well-  
ington Street they looked at several pairs of  
boots (foreign) but were not pleased with  
any of them. There were only two fobin  
in the shop and one being sent to the back  
of the shop to procure some more boots for  
the customers' inspection the latter seized a  
pair of boots each and made off in different  
directions. The fobin left in the shop could  
only chase one man and succeeded in bring-  
ing about his capture. At the Magistrate's  
court this morning, he was convicted and  
sentenced to three weeks' imprisonment  
with six hours in the stocks.

**A "Tansan" Case.**

In the Yokohama District Court on  
April 19, Mr J. Clifford Wilkinson brought  
a claim for Yen 161,019.47 against the  
Crown Cork Company, being damages  
caused by defective corks supplied by the  
defendant company. The plaintiff's case  
was that he entered into an agreement to  
use "Crown" corks for his mineral water  
bottles and from 1901 to 1903 the results  
were satisfactory. The defendants, who  
up to this date, had manufactured the corks  
in England, opened a branch factory in  
Yokohama. The corks made at the latter  
place were so inferior in quality that the  
plaintiff suffered considerable loss. The  
hearing of the action was adjourned until  
May 16.

**LAME BACK.**

THIS ailment is usually caused by  
a rheumatism of the muscles and may  
be cured by applying Chamberlain's Pain  
Balm two or three times a day and rubbing  
the parts vigorously at each application.  
If this does not afford relief bind on a piece  
of flannel slightly dampened with Pain  
Balm, and a quick relief is almost sure to  
follow. For sale by all chemists and store-  
keepers.



## BY TELEGRAPH.

## THE PARIS STRIKES.

## MAY-DAY DEMONSTRATIONS.

## Seven Hundred Arrests.

(Exclusive Service, Supplied by Reuters, via Bombay).

LONDON, May 2.

The Demonstrations on May Day in Paris passed off without any bloodshed. The weather was wet and kept many people indoors, thus assisting the authorities to maintain order.

Seven hundred arrests were made during the day.

Reports from the provinces indicate that all was peaceful.

## THE SINAI DISPUTE.

## AN INVESTIGATION COMMISSION.

## To Visit Eilat.

(Exclusive Service, Supplied by Reuters, via Bombay).

LONDON, May 2.

Sir Edward Grey, Minister for Foreign Affairs, states that hitherto the Porte has declined to withdraw from Tabah a port on the Sinai Peninsula pending the general settlement of a joint delimitation.

The Porte has now been informed that a commission is to be despatched to Eilat a port on the boundary between Palestine and the Sinai Peninsula—and if it is found that the boundary pillars have been removed they will be replaced.

[REUTERS'S SERVICE.]

## THE BRITISH BUDGET.

## Surplus of 3½ Millions.

LONDON, May 1.

The Budget shows a realised surplus for 1905-1906, of £3,466,000. The estimated expenditure for 1906-1907 is £141,786,000, and the revenue £144,880,000, thus after a deduction of about £400,000 for contingencies, there will be a surplus for disposal of about £3,700,000.

It is proposed to devote £500,000 of this and £500,000 of the Chinese indemnity to a reduction of the debt, making, with the ordinary provision, and with the surplus of 1905-1906, a total reduction of £1,500,000. £200,000 will be devoted to certain postal charges, and the differential duty on stripped tobacco reduced by 2½d.

The loss to the revenue by remissions amounts to £2,000,000. The duty on coal has been repealed; the Income Tax and Beer and Spirit duties remain unchanged.

## THE DUTY ON TEA.

LONDON, May 1.

Mr Asquith, owing to representations, has decided to enforce the reduction on the tea duty from the 14th inst.

[STRAITS TIMES SERVICE.]

## CITY AND SUBURBAN.

## A Victory for the "Dean" at Last.

Calcutta, April 26.

The result of the running in the City and Suburban race at Epsom on Wednesday last has reached us, after some inexplicable delay, and is as follows:—

Dean Swift	5 yrs.	7.11	1.
Golden Measure	4 yrs.	7.0	2.
Donetta	6 yrs.	8.2	3.

## STRUCK BY ELECTRIC WIRES.

## Wonderful Escape of Travellers.

KUALA LUMPUR, April 27.

During the storm, yesterday, some of the electric light wires were broken and fell across the road.

A horse and trap were passing along at the time, and became entangled with the wires.

The horse was killed by the electric current, but the occupants of the trap had a miraculous escape.

## CHOLERA.

## Deaths and Cases in Province Wellesley.

Penang, April 28.

It is reported from Province Wellesley that 65 deaths have occurred out of 82 cases.

Yesterday 7 cases, and 4 deaths, were notified.

## INTERPORT SHOOTING.

## MOVEMENT FOR A SHIELD.

Rifle shots who take sufficient interest in the pastime to be ambitious of inclusion in the team annually selected to shoot on behalf of the Colony—no less than those people who are not rifle shots at all but who are patriotic supporters of the Colony and all that concerns it—will be pleased to learn that the ports interested in the annual competitions favour a shield being bought and presented for competition.

The idea is to make the shield a gift from the various communities. In each place those concerned in the Interport matches will take in hand the work of organisation and collection, and it is hoped by this means to obtain £500 or £700 in each of the four places—Hongkong, Singapore, Shanghai, and Penang. With the aggregate amount a very fine shield should be procurable, and one that should be worth trouble to win. So far as we know the shield will be designed to contain records of all interport matches shot. At all events it will—if it materialises—have engraved upon it the results of all future contests.

At present there is no way of publicly making permanent the records, and the idea of a shield is one that should receive keen support amongst sportsmen and citizens who like to see their Colony figuring on any scroll of fame. The matches have been going on now for almost 20 years, and it is time something was done to procure a trophy worthy of the event and representative of the wealth and dignity of the ports concerned.

In Hongkong there are so many interested in rifle shooting that it goes without saying that the response will be gratifying. If it is not we will be greatly disappointed in the Colony. The other ports are about to start collections for their contributions towards the expenditure, and it behoves Hongkong not to be backward.

In order to facilitate the matter of collections we will be pleased to open our columns to the acknowledgment of all sums received on behalf of Hongkong's contribution, which can be forwarded to the Editor of the CHINA MAIL, or to the Secretary of the Volunteer Rifle Club—Mr M. S. Northcott. All donations will be acknowledged from time to time and even the smallest will be acceptable.

It is for Hongkong sportsmen and citizens to now show the stuff of which they are made.

To open the list we have pleasure in writing:—

The CHINA MAIL ... \$50

A LEGAL POINT.

Who Is Liable?

Detective Sergeant Wilden proceeded against Messrs Wo Hing Chan, as charterers of the steamer "Rein" at the Magistracy this morning, for despatching the vessel from the waters of the Colony without a clearance from the Harbour Office stating the number of passengers carried. Mr B. Harding appeared for the defendants, and entered a plea of not guilty.

Sergeant Wilden said that the vessel was leaving on April 28th, with 25 passengers on board, and the clearance did not allow any. He stopped the ship as he was about to leave for Bangkok.

The captain was also summoned for supplying false particulars to the Harbour Office when applying for a clearance and for attempting to leave the port with passengers in excess of the number allowed by the clearance obtained.

The captain stated that the passengers were sent on board without his knowledge and he was not told how many passengers there would be when applying for a clearance. He did not know the number so was afraid to put any passengers on the clearance.

His Worship held that it was immaterial whether the captain knew that the passengers were on board or not. The fact that he attempted to leave with passengers on board was an offence. He would pay a fine of \$25, the summons for misrepresentation being withdrawn.

The agents' defence was that they were only agents for the charterers, who were at Bangkok, and therefore did not come within the operation of the Ordinance. They considered it to be the captain's duty to come and ask how many passengers were going to travel. As he did not do so they assumed he would clear for the full number (twelve) and as a matter of fact they only sold ten tickets. After the passengers were turned off the ship these ten tickets were brought back to the office and the money returned on them.

His Worship reserved his decision on the point as to whether the defendants were liable as agents, owners, or charterers of the ship, the definition given in the Ordinance.

"A SHEPHERD is a man who minds sheep, isn't he, father?"

"Yes, my son."

"Then I expect a coward is a man who minds cows."

AN AMERICAN REMEDY.

THERE is probably no medicine manufactured that can be found in more homes in the United States than Chamberlain's Colic, Cholera and Diarrhoea Remedy. It has been in general use for over thirty years and each successive epidemic of diarrhoea and dysentery during this time has tested its merit and proved its superiority over all similar preparations. The reliability and prompt cures of this remedy have won for it the confidence of many physicians who often prescribe it in their practice. No case has ever yet been reported where its use has failed to give relief. This remedy is for sale in this city by all chemists and storekeepers.

A CONTRACT QUESTION.

The Forfeiture of a Deposit.

In the Full Court this morning, before their Lordships Sir Francis Pigott (Chief Justice) and Mr A. G. Wise (Puisne Judge) judgment was given in the appeal against the decision of the Puisne Judge in connection with the case in which Tam Man Sam and Tan Yau and Cheong San Pang for \$1000, being \$500 deposit on a contract and \$500 damages for non-completion of the contract, in which the Puisne Judge gave his decision in favour of the defendants.

Mr H. E. Pollock, K.C., (instructed by Mr O. E. H. Boavis, of Messrs Wilkinson and Grist) appeared for the appellant, Tam Man Sam, while Mr M. W. Slade (instructed by Mr D. V. Stevenson, of Messrs Deacon, Looker and Deacon) represented the respondents.

The Chief Justice—The arguments on both sides were almost too learned for the case to carry now we know the exact condition of the contract as translated by the Court Translator at the close of the case. The condition of things which was to result from the payment of the quarter of the purchase price was, speaking for myself, very difficult to understand, but it afterwards appeared that the business was to be carried on at the purchaser's charges and risk from that date. But the right to control the printing and publishing of the newspaper was not to pass into his hands till the actual completion of the price. What happened when the one-fourth was tendered was to my mind this:—The purchaser misconstrued the meaning of the transfer of the business to him and went, if not exactly *in et contra*, at least with his staff to take up his position of proprietor and printer. If his action had rested there and if all that happened on the subsequent day had been a determination of the contract by the vendors I should have hesitated to hold this a repudiation by the purchaser involving a forfeiture of the deposit. But the learned Judge who tried this case was of opinion that he did intend to repudiate, and this of itself would have debared me from coming to such a conclusion. Apart from this consideration however the relation in the case as to what happened on June 5, at the meeting of the vendors at which the purchaser was present and their subsequent decision after he had left, seems to show clearly that the discussion must have been renewed and that the purchaser insisted on the erroneous interpretation of the contract. Even therefore if the case were one in which I should be justified in reviewing the learned Judge's finding of fact I should agree with that finding. I am of opinion that the contract remained uncompleted solely through the fault of the appellant. The appeal must therefore be dismissed with costs.

The Puisne Judge—This action was brought by the appellant (then plaintiff) before the Summary Jurisdiction against the respondents (then defendants) for \$1000, being as to \$500 thereof for the return of money deposited by the appellant on June 2 in part payment of the purchase money of the business, property, and effects of the *Sai Kai Kwai Yik Po Company Limited* (which is a newspaper Company) contracted to be sold by the respondent to the appellant and as to the balance of \$500 for damages for breach by the respondents of the said contract. I decided in favour of the respondents on both issues and the appellant has accepted my finding on the second issue and is only appealing on the first. The question came before the Full Court on a special case stated by the parties and so far as this Court is concerned it is confined to the statements in that case. The facts are shortly as follows:—The respondents are the liquidators of the said newspaper business and were desirous of selling the same. Tenders were asked for and the appellant's tender of \$9270 was accepted, which he did on June 2. An agreement was entered into between the appellants and the respondent which contained, *inter alia*, the following clause: "The purchaser (that is, the appellant) must pay one-fourth of the price before three p.m. on June 4 or 5 (that is, within 48 hours) before the profit or loss of the business of this company and the expenses of all descriptions can be taken over by the new man. It is decided that if the successful purchaser has first actually paid one-fourth of the price, including the deposit money for the tender, within 48 hours, the remainder of the price shall be paid and the transaction completed within ten days. If the transaction be not completed within due time all sums that have been paid shall be forthwith wholly forfeited. As regards printing and publishing the same shall not be handed over until the transaction has been completed." As I read this agreement the meaning is that after payment of the deposit the appellant had to pay one-fourth (less deposit) of the purchase money by three p.m. on June 4 and that he had ten days within which to pay the balance. That on payment of the one-fourth less deposit, the business was run at his risk up to the time that the balance of the purchase money was paid and that on the payment of the balance he then became entitled to possession. There is also the forfeiture clause I have read. The appellant, however, was of opinion that he would be entitled to possession on the payment of the one-fourth (that is on June 4). I decided that his reading of the agreement was wrong and that portion of my judgment is not in dispute. Acting however on his mistaken assumption the appellant tendered the one-fourth (less deposit) on June 4, subject to the condition that he got immediate possession. The respondents naturally objected and the appellant refused to pay and left with the money in his pocket. It must be noted that this is not a case in which

man has failed to pay an instalment in consequence of want of money, but a case in which a man with the money refuses to pay unless the contract is altered to his liking. I held that to be a flat repudiation of the agreement by the appellant. In my opinion the appellant meant to repudiate the contract unless he got his own way and the respondents were quite justified in considering that he did so mean and as they say they thereupon considered the matter ended. A night's consideration, however, took the appellant to his solicitors, who, no doubt acting from instructions derived from the said erroneous assumption of the appellant as to his right under the agreement, wrote a letter on June 6. The effect of that letter roughly stated is that if the respondents did not fall in with the appellant's views that they (the solicitors) would commence legal proceedings at once to compel the respondents to complete the sale and to recover damages which they estimated at \$1000. There was no reply to that letter and on June 14 (being the last day under ordinary circumstances for the completion of the agreement) the appellant's solicitors again wrote demanding the purchase money, less deposit, and threatening (in case of refusal) legal proceedings for breach of contract. The arguments before us turned principally on the legal question as to whether in this case time was or was not the essence of the contract, but I prefer to base my decision as I did at the hearing on the broad fact that the action of the appellant was a direct and intentional repudiation of the agreement as it actually existed, and a statement that he would not carry it out unless altered to suit his own ideas. Under these circumstances I think the appeal ought to be dismissed with costs.

THE COLLISION CASE.

The Defence.

In the Admiralty Jurisdiction of the Supreme Court this morning, before His Lordship the Chief Justice (Sir Francis Pigott) and Lieutenant C. K. McCollum (Nautical Assessor) the action arising out of the collision between the Norwegian steamer "Brand" and the Japanese steamer "Daini Kotokura Maru" was continued.

Mr M. W. Slade (instructed by Mr E. J. Grist, of Messrs Wilkinson and Grist) appeared for the "Brand" and Mr E. H. Sharp, K.C., (instructed by Mr John Hastings) represented the "Daini Kotokura Maru."

In addressing the Court Mr Sharp submitted on the point of speed that the "Brand's" admitted speed was excessive for the state of the weather apart from the "Daini Kotokura Maru." Any speed was unlawful at which another vessel could not be seen in time to be avoided, and the duty of a ship in a fog to go at a lawful speed was one which every ship owed to all on the water. It was probable that if a junk had been lying close by the "Brand" and had not been hoisted before being seen she would have been sunk, because when the Japanese vessel was in the sight of the Chief Officer admitted it was impossible to clear her. That in itself in Mr Sharp's opinion was sufficient to establish his case. He submitted that the "Brand" through the officers, said in effect—"I was going at such a speed that when the Japanese vessel was sighted it was impossible to avoid a collision." Article 16, referring to fog, overrode the general steering and sailing regulations.

The Chief Justice—The directions are so contrary that it is impossible to read them together.

Mr Sharp continued that moderate speed was a relative term—no special rate could be laid down—and Article 16 did not mean that his speed was to be regulated to suit the force of a collision, but to avoid it entirely, and if a fog was so dense as to render it impossible to see another vessel in time to avoid a collision that no ship had a right to be under way at all, unless the circumstances necessitated it. The regulations—15 B—completed such a position and provided for it. No doubt both captains thought they were right, but that was not the question, which was one of law. The captain of Japanese vessel admitted his excessive speed. On the allegation that the "Brand's" admitted speed was under 10 knots, Mr Sharp said the evidence of Mr Carmichael was to indicate that this was the case. It was impossible to get a mathematical calculation on the point, as probably no one could accurately gauge the speed of the oncoming vessel, but the opinion of a practical man, provided it was honest, was of great value in determining the probabilities. The same evidence also applied to the evidence on the inability of the "Brand" to go at half-speed just before the collision. Clearing the area would only make a difference of one knot in her speed. The "Brand" admitted six knots up to stopping (5.5 a.m.), that, coupled with the fact that the ship was stopped, would enable her to do more than six knots at 5.10, when she went ahead again. It was perfectly clear that the "Brand" could not have known after the saving of steam by the stoppage. The engine-room log of the "Brand" was a most unsatisfactory document. Only one time on the 20th—till after the collision—was entered and that was ten minutes difference to the deck log. The log of the "Daini Kotokura Maru" was a direct statement. The "Brand's" next default was that she should have stopped when she heard the whistle on her port bow, or the whistle of the other steamer and her course. At 5 o'clock the Japanese vessel was about two miles away and she was within half-a-mile of the "Brand" two or three minutes before the collision. Throughout this period the ships were rapidly approaching and the Japanese vessel was whistling—enough whistles were admitted by the "Brand" to establish that Mr Sharp asked that the "Brand" therefore should have stopped.

Mr Sharp dealt at length on the point, and the Chief Justice intimated that he would like to hear what Mr Slade had to say with regard to the non-stoppage of the "Brand."

After Mr Slade had put his view before the Court the Chief Justice and Nautical Assessor retired. When they returned the point raised by Mr Sharp was fatal to the case for the "Brand," holding that she was equally to blame for the collision.

The Court's decision is *in limine* in order to prepare a written judgment.

FATAL ACCIDENT AT CALCUTTA.

Mr James Jardine Drowned.

It is with deep regret that the many friends, afloat and ashore, will hear of the death of Mr James Jardine, 2nd engineer of the a.s. "Euisang," which took place at Calcutta under rather sad circumstances last month. From accounts to hand, it seems that the deceased, accompanied by the chief engineer, were going to visit some friends on another ship lying close by. One of the gangways from the ship ashore consisted of some planks, used during the day by the coal-loading the ship, but at night had been withdrawn to prevent collisions from getting on board. It seems that Mr Jardine asked the chief engineer to allow him to go first to see that everything was correct, and it being dark, the deceased stepped on to one of the overhanging planks in mistake for the proper gangway, and he had not gone more than a few paces, with the chief following, when he suddenly disappeared between the gangway and the side of the jetty. His companion shouted to him to fasten on to something, which he attempted to do, but failed, being knocked unconscious by striking his head on the pile, and the strong current carried him underneath the ship.

The chief engineer, realizing what had happened, called the assistance of the 3rd engineer and 3rd officer, both of whom immediately dived off the jetty in the hopes of saving their shipmate's life, but all to no purpose, for having dived all round the ship, the attempt was, reluctantly, abandoned.

The deceased's body was not recovered until the afternoon, on which the body was found floating in the water. The motion of the revolving propeller caused it to rise to the surface. The body was taken charge of by some of the deceased's friends in Calcutta for interment.

The unfortunate young man had been for some years in the employ of Messrs Jardine, Matheson and Co., and amongst his numerous sea-going friends he was held in the highest esteem for his quiet and unassuming disposition. His familiar presence will also be greatly missed by his many acquaintances on shore. The deceased was 26 years of age, and was a native of Lockerbie, Dumfriesshire, Scotland.

THE FLOUR CASE.

Similar Samples.

The hearing was continued, at the Magistracy this afternoon, of the case in which five Chinese, three men and two women, were charged with applying a false trade description to certain flour by changing flour of the "Red Seal" brand into bags bearing the "White Lily" brand. The case has created a good deal of interest amongst the mercantile community especially shippers and dealers in American flour, and in fact flour dealers generally. During the proceedings it was stated that the changing of flour from one bag to another (perhaps better known) brand was very extensively carried on in the Colony, in fact so general was the practice that a large proportion of the flour sold locally was not in the original bags. In this case it was alleged by the prosecution that the "White Lily" brand had been broken in transit and as no bags of the "White Lily" brand were available at the time it was bagged in "Red Seal" bags and was being re-bagged into "White Lily" bags when the police came on the scene. The "White Lily" bags had been obtained meanwhile and the flour was about to be sold.

Mr G. E. Morrell prosecuted on behalf of the Crown and Mr H. Holbrow represented the defendants.

Mr F. Browne, government analyst, deposed to having tested samples of the two brands of flour and said that speaking generally all the samples submitted to him were the same. He could not say speaking broadly from the results which was "Red Lily" and which was "White Seal."

His Worship said that in view of the result of the analysis he would have to decide the case on its merits. The analysis had not, as he had hoped it would, cleared matters up.

Mr Holbrow said that he believed that it was said at the moment that there was a great deal of American flour being transferred into Australian bags. There was no suggestion of the kind in the present case. The defendant's employer was a large dealer in American flour and at the moment held a lot of both "Red Seal" and "White Lily" flour.

He further contended that the case did not come under the statute. Even though there had been an intent to defraud, the defendants' act did not amount to applying a false trade description. That was set out as giving false particulars as to the country where the goods came from, or as to the quality, etc. Further the defendants were obeying the commands of their employer resident in the Colony in good faith and gave all particulars regarding their employer asked for by the police, and therefore were exempted from the operation of the Ordinance. The act did not intend that a servant should be punished for carrying out his master's orders if he gave all information asked for regarding his employer.

Mr Morrell stated that the defendant's master was not resident in the Colony, they had tried to arrest him and found he was at Canton. The intent to defraud, he contended, was admitted. Apart from the question of price if a customer asked for "White Lily" flour he had a right to get it. It was noticeable also that on one of the bags there were the letters U. S. A., which did not appear on the other bags.

The charge against the two women was withdrawn and they were accordingly discharged.

His Worship said the points raised were interesting ones and he would consider his decision.

THE LOST "CHUKONG."

Inquiries regarding the fate of the steamer "Chukong" elicit the information that nothing further is known regarding the disaster to her than we have already reported.

It has, however, been definitely ascertained that the Chief Engineer, (Mr B. Butler), the charterer, (a Chinese merchant), and five Chinese have reached Amoy, and are presumed to be waiting for an opportunity to come to Hongkong.

The other Europeans on board were Captain Bright, and the Chief Officer, J. G. Service and his wife. Of these nothing is as yet known.

The Chinese crew, totalling about 26, the second engineer (Chinese), also having his wife on board.

The steamer's cargo consisted principally of 1217 bags of rice and she was insured with the Union Insurance Company for \$50,000.

CANTON-HANKOW RAILWAY.

(From Our Correspondent.)

Canton, May 1.

In spite of the opposition offered by the majority of the shareholders in the Canton-Hankow Railway, the Directors are prepared to take over control of the line from the officials.

It is reported that the change of management will take place within the present month. The officials who are in charge, have been instructed to get everything ready.

Yesterday, the Directors sent two telegrams—one to the President of the Board of Commerce and the other to Viceroy Chang Chi Tung, notifying the appointment of a Board of Directors, of which Viceroy Shun Chun Hsen has approved, and giving a statement of accounts collected as first call on the shares, which is estimated to amount to \$2,500,000, exclusive of money collected outside Canton, which has not been remitted pending the receipt of Imperial sanction.

Telegrams have also been sent abroad stating that the Directors were appointed by the majority of shareholders, and asking Cantonese merchants resident abroad not to listen to idle rumours.

TIGERS NEAR AMOY.

More Villagers Attacked.

(From Our Own Correspondent.)

Amoy, April 28.

In my last I referred to a case in the Chinese Hospital where a man had been severely bitten by a tiger that was being hunted by an officer from Hongkong.

During the week two other cases have been brought in of men who have been clawed by tigers. They are all independent cases and come from different villages, in the same district. One man describes how he was out in the gloaming when hearing suspicious sounds he rushed for his house, the tiger following him.

He had just got inside of the door when the animal struck him with its paw and made a deep gash in his thigh. He was so overcome by fear that he gave himself up for lost but the tiger, terrified by the screams of the people inside of the house, left its prey and fled into the darkness.

Later on a man from the next village was carried off, and, evidently by the same brute; no trace of him has since been seen. If there are any sportsmen in Hongkong who are anxious for some stirring tiger shooting, a splendid opportunity is now offered to them, for the special region where the hospital cases came from is declared by those who have come from it to abound with these animals.

SOCIAL AND PERSONAL.

Ann. Staff-Sergeant G. Averell, A.O.C., left Singapore for Hongkong by the P. & O. "Dongola."

It is rumoured in Singapore that the Rev. E. Griffith Evans, for some acting Colonial Chaplain there, may be coming out from home shortly to fill an appointment at Kuala Lumpur.

Major H. de T. Phillips, R.U.A., Officer Commanding the Hongkong Singapore Battalion, R.G.A., has arrived at Singapore in connection with the inspection of No. 2 Company of the Battalion.

There is no better known "salt" than Captain John A. Tuke, who has been selected for the command of the cruiser "Monmouth," which has been commissioned for the China Station. Captain Tuke, who has served on the "U" in all parts of the world, joined the Queen's Navy in July, 1870, was promoted Lieutenant in 1881, commander in 1885, and captain on the last day of 1891.

Captain E. S. Baker, of the British steamer "Elia," which arrived at Singapore on April 26 from Newcastle, N. S. W., with a cargo of coal, reports that on the 17th he observed the a.s. "Beochley" (a steamer) on Rabi and Island in the Wetia. Passages. On the 18th, Captain Baker made three attempts to tow her off, but without any success. The Captain of the "Beochley" stated that it was quite useless until he jettisoned more cargo forward. The "Elia" proceeded on her voyage after taking over the bulk of mails from the "Beochley." The "Beochley" is a steamer of 3,881 tons gross and 2,466 tons net and belongs to William R. Bea of Belfast, Ireland, built in 1901 of steel.

A GOOD SUGGESTION.

MR O. E. Walbridge of Lemon City, Cal., U.S.A., has written the most famous of all much better results are obtained from the use of Chamberlain's Colic, Cholera and Diarrhoea Remedy in cases of pain in the stomach, colic and cholera morbus by taking it in water as hot as can be drunk. That when taken in this way the effect is double in rapidity. It seems to get at the right spot instantly. For sale by all chemists and storekeepers.

NEW CONNAUGHT HOTEL.

HIGH-CLASS HOTEL.

UNDER STRICTLY AMERICAN MANAGEMENT.

HOT AND COLD WATER THROUGHOUT.

TABLE D'HOTE. CUISINE EXCELLENT.

COMMODIOUS ROOMS WITH EVERY COMFORT.

For Terms, apply to

A. W. SLATON, Manager.

Hongkong, April 19, 1906. 780

ROBINSON PIANO -

COMPANY, Ltd.

NEW PIANOS

\$70 Cash

AND 18 MONTHLY PAYMENTS OF \$20 EACH

OR \$385 Cash

GREAT STRENGTH AND SUPERIOR

TO ANYTHING IN THE COLONY.

STEINWAY,

BECHSTEIN,

KRAUSS, HAAKE,

HOPKINSON,

WINKELMAN,

ON CORRESPONDING TERMS.

BABY GRANDS

AND

PIANOLAS.

CAFE WEISMANN.

PURVEYORS TO H. E. THE GOVERNOR.

BREAKFAST.

TIFFIN and

DINNER.

CARDS may be obtained on applying

H. WEISMANN, Manager,

WEISMANN Ld.

Hongkong, April 9, 1906. 693

The Only Safe Gauge is the

KLINGER REFLEX

WATER GAUGE.

No Boiler should be without it.

As supplied to the British and Foreign

NAVIES and LEADING STEAMSHIP

COMPANIES all over the World.

For Particulars, apply to

LARK, CRAWFORD & Co., or

MR D. MACDONALD, Hongkong.

Or to

RICHARD KLINGER & Co.,

88, Fenchurch Street, London, E.C.

Hongkong, January 7, 1904. 20-4

THE KING OF SCOTCH

WHISKIES.

KING

EDWARD

VII

Special

White

Label.

Per Dozen \$16.50.

SOLE AGENTS:



## Shipping

DOUGLAS STEAMSHIP COMPANY  
LIMITED.  
FOR SWATOW, AMOY & FUOOCHOW.

**THE Company's Steamship** **EMMA M.**  
**Captain J. S. ROSS**, will be despatched  
 for the above Port on **FRIDAY**, the  
 4th May, at 10 a.m.  
 For Freight or Passage, apply to  
**DOUGLAS, LAPRAK & Co.**  
*General Managers.*  
 Hongkong, April 30, 1906. 093

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**FOR BOSTON AND NEW YORK,**  
 VIA PORTS AND SUEZ CANAL.  
 (With Liberty to Call at the MALACCA  
 COAST).

SENCOA,  
Captain GRIMES, will be despatched as  
above on or about 4th May.  
For Freight, etc., apply to



STREAN FOR

INDIA, ADEN; EGYPT, MEDITER-  
RANEAN PORTS, PLYMOUTH AND  
LONDON.  
Through Bills of Lading issued for BATA-  
VIA, PERSIAN GULF, CON-  
TINENTAL, AMERICAN AND  
SOUTH AFRICAN PORTS.

**THE Steamship 'DEVANHA,'** Captain  
T. H. Hyde, R.N.R., carrying H.M.  
Majesty's Mails, will be despatched from  
this for BOMBAY, on SATURDAY, the  
5th May, at Noon, taking Passengers

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the B.M.S. *Macedonia*, due in London on the 17th.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

**E. A. HEWETT,**  
*Superintendent.*  
Hongkong, April 21, 1908. 84

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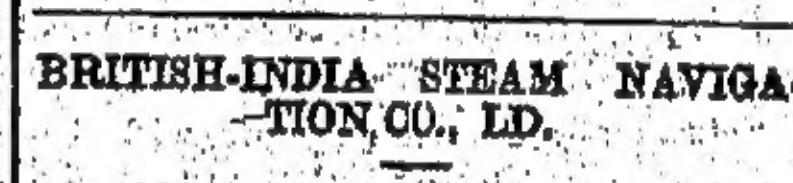
**GLEN LINE OF STEAMSHIPS.**  
**FOR VLADIVOSTOCK, VIA**  
**SHANGHAI AND NAGASAKI.**

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**THE Steamship**  
**GLENLOOCHY.**  
Captain E. J. STALLARD, will be despatched  
for the above destination, on the

DAY, the 5th May.  
For Freight, etc., apply to  
**McGREGOR BROS. & GOW.**  
Hongkong, April 26, 1905.

BRITISH-INDIA STEAM NAVIGATION CO., LD.



FOR AMOY, STRAITS AND  
RANGOON.

**T**HE Company's Steamship  
ZAIDA,  
Captain A. M. RAIN, will be despatched  
as above on SUNDAY, the 6th May, at  
Daylight.

For Freight or Passage, apply to  
JARDINE, MATHESON & CO.,  
Agents.

BRITISH-INDIA STEAM NAVIGATION CO., LD.  
FOR AMOY, STRAITS AND RANGOON.  
THE Company's Steamship  
ZALDA, Captain A. M. Ramsay, will be dispatched as above on SUNDAY, the 6th May, at Daylight.  
For Freight or Passage, apply to  
JARDINE, MATHESON & CO., Agents.  
Hongkong, April 30, 1906. 901

'SHIRE' LINE OF STEAMERS.  
FOR MARSEILLES, LONDON AND ANTWERP.  
THE Steamship  
MERIONETHSHIRE, will be dispatched for the above ports on or about the 10th May, 1906.  
For Freight, &c., apply to  
SHEWAN, TOMES & CO., Agents.  
Hongkong, April 12, 1906. 778

'BEN' LINE OF STEAMSHIPS.  
FOR LONDON AND ANTWERP.  
THE Steamship

Captain KNOX, will be despatched as above on or about SATURDAY, the 12th May, 1906.  
 To be followed by a.s. *Benzelder* and *Ermohr*.  
 For Freight or Passage, apply to  
**GIBB, LIVINGSTON & CO.,**  
*Agents,*  
 Hongkong, April 26, 1906.

DEPT. KNOWN, will be despatched as  
 above on or about SATURDAY, the 12th  
 May, 1906.  
 To be followed by a.s. *Benaider* and *Bern-  
 mor*.  
 For Freight or Passage, apply to  
 GIBB, LIVINGSTON & CO.,  
 Agents,  
 Hongkong, April 24, 1906. 790  
 EASTERN & AUSTRALIAN STEAM-  
 SHIP COMPANY, LIMITED.  
 FOR SYDNEY AND MELBOURNE.  
 (Calling at MANILA, PHIL., PORT DARWIN  
 and QUEENSLAND, THOS., and taking  
 through Cargo to ADELAIDE, NEW  
 ZEALAND, HAWAII, &c.)  
 THE Steamship  
 EASTERN,

Captain POWELL, will be despatched for the above Ports on SATURDAY, the 2nd June, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c. throughout the voyage.

This Steamer is installed throughout with the Electric Light.  
A Stewardess and a duly qualified Surgeon are carried.  
N. B.—To assure the additional comfort

passengers the steamers of the Company  
have electric fans fitted in staterooms.  
For Freight or Passage, apply to  
**GIBB, LIVINGSTON & CO.**  
Agents.

Hongkong, April 30, 1904. 676







## BOY SOLDIERS.

## Commonwealth Cadet System.

MELBOURNE, March 29.  
All the States having now agreed to the new Federal scheme of organization of the cadet forces, the Minister for Defence to-day made available the full details. At present the cadet forces are as follows—

New South Wales, approximately 3 almost entirely under the administration of the State Education Department, a small number being under Commonwealth military administration.

Victoria about 4000, under the Commonwealth military administration, having been taken over by the Commonwealth, with the remainder of the State defence organization, Queensland, approximately 1000, under conditions similar to Victoria.

In South Australia, there are no cadets. The total under the various systems is about 10,000.

The new scheme provides for younger boys having the Franco-Prussian as now used in Victoria and Western Australia, and the more advanced boys to be armed with the Westley Richards rifle, and the bigger boys and senior cadets with 303 Martini-Enfield. The Government has placed orders for the rifles, which it is hoped will shortly be available for issue. The military course in the new scheme is based on that now in use by the senior branches of the force, and provision is made for firing at vanishing and head and shoulder targets, in addition to those usually used. A liberal allowance of ammunition is provided for musketry practice, and, in addition, provision is made for an allowance for individual practice. Miniature ammunition will also be used for target practice. In each State instructional N. C. officers, as well as instructional officers, will be appointed, who will generally assist the cadet officers and will also have charge of classes for the preparation of candidates for examination.

The cadet corps are being formed under the Commonwealth Defence Act 1903-1904, and the regulations require and make necessary the cooperation of the Education Departments of various States and heads of public schools with the military authorities, particularly with regard to the formation of cadet corps, and also with regard to recommending officers, both permanent and volunteer, for appointment to the cadet force. It is considered that this must be fully observed to ensure the success of the movement.

The cadets of the various States will be organized into battalions and companies, approximating as closely as possible to those in force for the senior branches, the strength provided for the present in each State being—New South Wales, 7500; Victoria, 6000; Queensland, 2500; South Australia, 1800; Western Australia, 1500; Tasmania, 900; total, 20,000. As far as possible the administration of the cadets will be in the hands of the cadet officers and in the connection there is to be appointed a volunteer commanding officer in each State. Regulations are framed to avoid centralization, as far as possible. The uniform is to be the same in all the States, with the addition that the cadets must wear on the shoulder-strap the numeral of the battalions to which they belong. A special school badge may be worn on the collar. The minimum strength of a cadet detachment is fixed at 25, and provision is made for the payment of an effective allowance varying from 25 to 25, for each detachment of which 80 per cent. of its strength has completed the musketry course. Allowances are also provided for cadet officers. Non-commissioned officers are to be appointed by commanding officers of battalions, who are also authorized to deal with matters in connection with the discharges of cadets. Cadets after serving a length of time will be given a certificate, either first or second class, according to their effective service. Senior cadet corps may be established in any place where a sufficient number of cadets can be obtained, and where it is not attending school, wish to join. The maximum age at which a lad may join these is 19 years. Provision is also made for transfer from the senior cadets to the senior branches of forces. An effective allowance, according to a fixed scale, is provided for the officers and non-commissioned officers of the seniors. The authorized strength of the senior cadets in each State will be—New South Wales, 1020; Queensland, 510; South Australia, 1200; Western Australia, 900; Tasmania, 500; total, 3230. This will make the total number of senior cadets 3230. Provision is made for the examination of officers, and a syllabus is to be issued for the examination of junior cadet officers. Standing orders for the interior working of cadet corps will be issued at the same time as the regulations. These are as simple as possible, and are intended to be uniform working of cadets. The necessary instructions are being sent to commanding officers for the formation of classes for officers, and it is expected that the whole scheme will be in working order very shortly. The regulations will be gazetted at an early date.

## WEATHER REPORT.

The following notice is issued by Mr. Figg of the Hongkong Observatory—  
On the 3rd, at 11.05 a.m. The barometer has risen slightly on the China coast. Pressure is highest over the E. coast of China. Graduals are slight, and moderate E. winds are indicated in the Formosa Channel and the N. part of the China Sea. Forecast:—Moderate E. winds; cloudy, some rain.

## SPRAINED ANKLE, STIFF NECK, LAM SHOULDER.

THESE are three common ailments for which Chamberlain's Pain Balm is especially valuable. If promptly applied it will save you time, money and suffering when troubled with any one of these ailments. Sold by all chemists and storekeepers.

## To-day's Advertisements

**WANTED.**  
**YOUNG LADY** for our **DRAPERY DEPARTMENT.**  
Apply to **THE SAVOY, LTD.**  
Hongkong, May 3, 1906. 842

**NOTICE OF REMOVAL.**  
**DR SWAN HAS REMOVED** from No. 7, Alexandra Buildings to 18, BANK BUILDING, 1st floor, next to Shanghai Life Insurance Co., Ltd. Hongkong, May 3, 1906. 939

**TO LET—(FURNISHED).**  
**HARPERVILLE, GARDEN ROAD.** from 1st June, 1906, to end of year.  
Apply to **MACLEWEN, FRICKEL & CO.,** 3, Duddell Street, Hongkong, May 3, 1906. 941

**PUBLIC AUCTION.**  
THE Undersigned has received instructions to sell by Public Auction, on **TUESDAY,** the 8th May, 1906, at 2.30 p.m., at "ST. MARKS," Peak Road.

A QUANTITY OF **VALUABLE HOUSEHOLD FURNITURE** (Full Particulars from Catalogue).  
On View from Monday, the 7th May. **TERMS**—Cash on delivery.  
**GEO. P. LAMMERT,** Auctioneer. Hongkong, May 3, 1906. 933

**PUBLIC AUCTION.**  
THE Undersigned has received instructions to sell by Public Auction, on **SATURDAY,** the 12th May, 1906, for Account of the Concerned, at the Vendue Room, No. 2, Antrim Terrace, Dea Vieux Road, a Quantity of **VALUABLE FURNITURE, CARPETS, Rugs (Large and Small), PICTURES, ENGRAVINGS, FILMS, GLASSWARE, &c., &c.**

Also **A VICTORIA GRAMAPHONE**, in Perfect Condition.  
Terms—As usual.  
On View from Friday, 11th May. **J. KIENE,** Auctioneer. Hongkong, May 3, 1906. 938

**BROOKLEBANK LINE TO THE PAN EAST.**  
**STEAM TO SHANGHAI, KOBE AND YOKOHAMA.**

THE Company's Steamship **GAERWAR**, Captain **W. L. L. L.** will leave for the above places on **WEDNESDAY, the 3rd inst., 10 p.m.**  
For Freight or Passage, apply to **SANDER, WHEELER & Co.,** Agents, Prince's Building, Hongkong, May 3, 1906. 918

**NOTICE TO CONSIGNEES.**  
**THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER DONGOLA.**

**FROM BOMBAY, COLOMBO AND STRAITS.**  
CONSIGNEES of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG and KOWLOON WHARF and GODOWN COMPANY'S GODOWNS at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings Cargo—  
From LONDON, &c. ex s.s. **China.**  
From ITALY ex s.s. **Italy.**  
From AUSTRIA, &c. ex s.s. **Alpen.**  
From PERMANENT, &c. ex s.s. **B.L.S.N.**  
and B. & P.N. Co.'s steamers.  
Optional goods will be landed here unless instructions are given to the contrary before 6 hours.  
Goods not cleared by the 9th inst., at 4 p.m. will be subject to sale.  
No Fire Insurance will be effected by me in any case whatever.  
Dumaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.  
**E. A. HEWITT,** Superintendant. Hongkong, May 3, 1906. 940

**EXCHANGE.**  
Hongkong, May 3, 1906.

On London—  
Bank, Wire, ... 3/1 1/2  
On demand, ... 3/1 1/2  
On 30 days sight, ... 3/1 1/2  
On 60 days sight, ... 3/1 1/2  
On 90 days sight, ... 3/1 1/2  
On 120 days sight, ... 3/1 1/2  
On 150 days sight, ... 3/1 1/2  
On 180 days sight, ... 3/1 1/2  
On 210 days sight, ... 3/1 1/2  
On 240 days sight, ... 3/1 1/2  
On 270 days sight, ... 3/1 1/2  
On 300 days sight, ... 3/1 1/2  
On 330 days sight, ... 3/1 1/2  
On 360 days sight, ... 3/1 1/2  
On 390 days sight, ... 3/1 1/2  
On 420 days sight, ... 3/1 1/2  
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On 1830 days sight, ... 3/1 1/2  
On 1860 days sight, ... 3/1 1/2  
On 1890 days sight, ... 3/1 1/2  
On 1920 days sight, ... 3/1 1/2  
On 1950 days sight, ... 3/1 1/2  
On 1980 days sight, ... 3/1 1/2  
On 2010 days sight, ... 3/1 1/2  
On 2040 days sight, ... 3/1 1/2  
On 2070 days sight, ... 3/1 1/2  
On 2100 days sight, ... 3/1 1/2  
On 2130 days sight, ... 3/1 1/2  
On 2160 days sight, ... 3/1 1/2  
On 2190 days sight, ... 3/1 1/2  
On 2220 days sight, ... 3/1 1/2  
On 2250 days sight, ... 3/1 1/2  
On 2280 days sight, ... 3/1 1/2  
On 2310 days sight, ... 3/1 1/2  
On 2340 days sight, ... 3/1 1/2  
On 2370 days sight, ... 3/1 1/2  
On 2400 days sight, ... 3/1 1/2  
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